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### Removal of the Sioux Indians.

By way of Omaha, of the 19th instant, we learn that "the surveying parties of the proposed Union Pacific branch road are now being formed, and the officials at headquarters are overrunning with applications for positions in the surveying corps." These facts are significant of matters pertaining to our own interests, and if we mistake not, point to an early action on the part of the government in relation to Indian affairs. It is a well known fact that from the earliest movements of the Union Pacific incorporates a removal of the Indians from along the line of the road's transit, and from all parts of the country bordering upon the road, has been steadily advocated as one of the most important measures of their general policy, and never for a moment lost sight of. That measure continued to hold its place upon the calendar of the financial schedule of the company until it worked out a relief through the government by, first, establishing military posts at different points of the line as far as Ogden, the terminus of the Union Pacific. The Union Pacific route, it will be understood, was run through the Sioux Territory, the final result of which has been the long hostile wars with that nation, and an effort on the part of the company for a removal of the Indians to the Indian Territory. Up to the present time, the Sioux has not been removed, while upon the Central Pacific the hostiles have been shipped to the Santa Agency.

The proposed branch road which is intended to run from Sidney, on the Union Pacific, to Dead Wood, and for which purpose the present surveying party is already outfitting in Omaha, will be forced to pass through the very heart of the Sioux Territory. Consequently no labor, such as grading, laying of track, etc., can be carried on unless protected by a standing—or rather a traveling army, unless the Sioux Indians are removed from the territory. We predict a speedy removal. First, upon the grounds that the removal of the Indians altogether from the Black Hills would secure an enduring peace. Second, the expense to the people would be far less than that incurred in maintaining a standing army.

The Legislature of the States of Kansas, Missouri and Texas have signified themselves in opposition to the removal of the Indians to the Territory, giving as their reasons that the frontiersmen would be injured. While the unvarnished truth of the whole matter lies in a nut shell, and can be reduced to the simple statement that the old chronic office-seekers are looking forward to the early organization of a new territory in the south, in which case federal appointments, in their eyes, overshadow all other considerations.

The A. T. & S. F. Company join in this opposition move upon what they appear to consider strict financial measures. The company appear to have lost sight of the fact that Oaks Ames & Co.'s mobilizing operations were from the first founded upon financial executive ability, the aim of which was in part to open up the north side of the U. P. Road to stock raising—that coup de etat virtually secured to the coming generations a cattle-growing country. The same money-power exists and is still used in the lobbying department at Washington in furtherance of the original aim of the U. P. Road—the opening up of the Black Hills country to white settlement. The A. T. & S. F. company has, it would appear, underestimated not only the latent strength of the U. P. operators to carry out their fundamental schemes to a perfect issue; but also the money power under their control as a motor to that success.

A mining excitement being a part of the programme, the capital of Ames and his colleagues was at once dedicated to the object. How the move has succeeded any man can find out by referring to the history of the Black Hills excitement and the concurring expenditure of money for the purpose of keeping up the excitement, and the consequent universal publicity of the country as one rich in the rare metals.

Again, the U. P. road is bound to carry over its route, free of charge, all Indian supplies to the respective receiving points within the Sioux territory. This "condition" has long been felt by the U. P. road as a burden that cannot be removed unless the Indians are removed from their northern territory, in which case a nullification per se is the immediate conse-

quence. The entire freighting orders would, in case of such removal, pass into the hands of the A. T. & S. F. road, and Dodge City would be the unloading point.

### Municipal Politics.

Dr. Dorr having declared his intentions to become a candidate for Police Judge at the coming election, an appointment was made for a joint discussion on last Monday evening, between the Dr. and the Hon. D. M. Frost, the opposing candidate.

A committee, consisting of Hon. Wm. N. Morphy and F. J. Leonard on the part of Judge Frost, and Hon. E. W. Evans and W. C. Shinn on the part of Dr. Dorr, with Judge Wm. Y. McIntosh as referee, was appointed to arrange preliminaries.

The rostrum was erected in front of the Saratoga House. Dr. Dorr was introduced to the audience by Mr. Evans, of the Committee on arrangements, in a neat and appropriate introductory speech.

The Doctor opened the discussion in an easy, graceful, off-hand style, briefly submitting his claims to the office for which he was a candidate.

Judge Frost promptly followed suit, holding the dense throng spell-bound by his brilliant and magnetic eloquence during the entire speech, except at such times when a bright sally of wit or sparkling humor electrified the audience into a spontaneous outburst of applause. The Judge dwelt most particularly upon the question of the Doctor's citizenship in the State of Kansas, citing, as negative evidence, a communication written for THE TIMES by Dr. Dorr, entitled "Eight Years in the San Juan Mines," which the Judge argued was an admission of citizenship in Colorado; in support of which view he dwelt at large upon the tenure of office decisions of the United States, entering upon the multitudinous legal reports of the separate States and Territories, from Washington's second administration, to wit: "The People vs. Eli C. Cornell," down to the last Logan affair in Illinois.

Mr. Frost also pointed with pardonable pride to his past official record, humorously remarking that they had all been before him, and, with a final earnest appeal to the voters for their suffrages, the Judge roared his case.

Dr. Dorr had the closing, and he at once proceeded to meet the question of citizenship raised by his opponent. The Doctor stated that the Land Office records would prove conclusively that thirteen years ago he settled upon a homestead in the State of Kansas, since which time he had not violated his citizenship in this State; claiming that the organic laws of not only the State of Kansas, but every other State within the galaxy of confederation, guaranteed to their citizens the right to go at any period of time to any or all parts of the world, either for business or pleasure, without losing their rights as citizens of such States; consequently, the fact of Dr. Dorr's annually visiting the mountains for mineral explorations could not be construed as a legal barrier to his present political aims, referring, by way of illustration, to the case of the millionaire, George Peabody, who spent forty years of his life in the city of London, and was ever fully recognized and acknowledged as a citizen of the United States.

Thunders of applause greeted the close of what we believe to have been one of the warmest municipal political discussions within the annals of Dodge City.

### San Juan Continued.

The route from Lake City is up the Gunnison and through Burrows Park. The Park was discovered by Capt. R. in the summer of 1872. Capt. Burrows was prospecting the upper divide of the Uncompagha and the Animas, in company with four other men, when their stock of provisions became exhausted, and Burrows was led into the park while following a deer trail, where he killed meat sufficient to save the party from starvation until they reached a station upon the Rio Grande. The park—one of the most lovely of mountain scenery—is formed by the Gunnison river, and the mountain ranges upon each side of the river are lined with bands of silver lodes. The ore coloring matter can be seen, in some instances, for miles in length, giving a strange contrast to the iron bound scenery. Winding up the side of the mountain which constitutes the divide between the Gunnison and Animas rivers, over a serpentine course, we reach the Animas,

Two or three miles more, up the Animas, brings us to the Forks of the Animas. From that town we have only to travel over a distance of three miles, across a low divide, to the town of Mineral Point, a fine mining point, containing some 500 miners and several families. From Mineral Point the road passes down a steep mountain declivity to the town of Ula, on the Uncompagha River.

Hence we have one unbroken line for a railroad that must shortly be constructed into this country for shipping purposes, and also for the purpose of connecting with the Salt Lake route. The Uncompagha Valley must shortly be opened up for settlement and agricultural purposes. The great Uncompagha Valley can be also reached by way of the Tierra Amarilla route, through one of the most beautiful pampas countries in southwest Colorado, and embracing within its line of transit a mineral section of gold, silver, galena and coal, inferior to no other zone of like nature upon the face of the globe.

In my next I will dwell at large upon this very favorable natural line for railroad transportation into the San Juan mountains, and the connection of the eastern route with that of the Pacific on the west.

### The "Iron Trail."

A spy sketch descriptive of a trip over the Atchison, Topeka and Santa Fe Railroad, the beautiful, scenery and pleasure resorts of the Rocky Mountains, by "Nym Crinkle," the musical and dramatic critic of the New York World, sent free on application, together with the San Juan Guide, maps and time tables of this new and popular route from Kansas City and Atchison to Pueblo, Denver and all points in Colorado, New Mexico, Arizona and the San Juan Mines. The finest line of Pullman Sleepers on the continent between the Missouri River and the Rocky Mountains without change. Special round trip tourists' tickets from the Missouri River to Denver at \$50, good to stop off at all points.

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